

The China Mail.

Established February, 1846.

Vol. XLIV. No. 7712.

號一十月五年八十八百八千一英

HONGKONG, FRIDAY, MAY 11, 1888.

日一初月四年子戊

Price, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & Co., 30, Cornhill, GORDON & GORDON, Ludgate Circus, E.C. BATES HERBY & Co., 31, Watney, E.C. SANDERSON, DEACON & Co., 140 & 141, Ludgate Street, W. M. WILKS, 151, Cannon Street, E.C.
PARIS AND EUROPE.—AMERIK PRINCE & Co., 36, rue Lafayette, Paris.
NEW YORK.—ANDREW WIND, 21, Park Street.
SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney.
CEYLON.—W. M. SMITH & Co., THE APOTHECARIES, Colombo.
SINGAPORE, STRAITS, &c.—SAYLE & Co., Singapore, Singapore, G. HENDRICKS & Co., Malacca.
CHINA.—MAGNA, F. A. DE CRUZ, Singapore, Quilon & Co., Amoy, N. MOORE, Penang, HEDGE & Co., Shanghai, LANE, CRAWFORD & Co., Kaitang, and W. W. WILKS, Penang, Singapore & Co., and Kaitang & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, \$1,000,000
Reserve Fund, \$3,000,000
Reserve Liability of Prop., \$7,500,000
Profits, \$1,000,000

COURT OF DIRECTORS.
Chairman—HON. JOHN BELL IRVING.
Deputy Chairman—W. H. FORBES, Esq.
O. D. BOTTOMLEY, Esq.
W. G. BROWN, Esq.
H. L. DALRYMPLE, Esq.
B. LAYTON, Esq.
Hon. A. J. McEWEN.
J. S. MOSES, Esq.
L. FOWLER, Esq.
N. A. STEWART, Esq.
E. A. SOLOMON, Esq.

CHIEF MANAGER.
HONGKONG.—THOMAS JACKSON, Esq.
SHANGHAI.—JAMES GARDNER, Esq.
SINGAPORE.—LONDON AND COUNTY BANK.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit, Account at the rate of 2 per cent. per annum on the daily balance.
On Fixed Deposit—
For 3 months, 4 per cent. per annum.
For 6 months, 5 per cent. per annum.
For 12 months, 6 per cent. per annum.

LOCAL BANK DISCOUNT.
Credits granted on approved Securities, and every description of Banknote and Exchange business transacted.
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.
Hongkong, April 25, 1888. 363

NOTICE

RULES OF THE HONGKONG SAVINGS BANK.

- 1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.
- 2.—Sums less than \$1. or more than \$250 at one time will not be received. No deposit may be made more than \$2,500 in any one year.
- 3.—Depositors in the Savings Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
- 4.—Interest at the rate of 3 per cent. per annum will be allowed to depositors on their daily balances.
- 5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
- 6.—Correspondence as to the business of the Bank if marked On Hongkong Savings Bank Business is forwarded free by the various British Post Offices in Hongkong and China.
- 7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING CORPORATION.
T. JACKSON, Chief Manager.
Hongkong, September 1, 1887. 754

Intimations.

NOTICE

THE WONG-NEY-CHONG DAIRY FARM having received by the Steamer *Changchou*, a supply of Mixed Cows from Newcastle, Australia, is now prepared to supply the General Public with PURE COW'S MILK (guaranteed), at 9 CENTS per Ordinary Pint, (reputed), deliverable to order, ANYWHERE within the Colony, between 6 A.M. and 10 P.M.
Orders sent direct to WONG-NEY-CHONG DAIRY FARM, or to the care of Mr. V. DUMAS, at H. M. Naval Yard, will be promptly attended to.
Hongkong, April 28, 1888. 688

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO CONTRIBUTORS.

A FIRST INTERIM BONUS OF TWENTY PER CENT. upon Contributions for the Year 1887 has this day been declared. WORKERS may be had on application at the above Office on and after the 5th proximo.
JARDINE, MATTHEWSON & Co., General Agents, CANTON INSURANCE OFFICE, LIMITED.
Hongkong, April 19, 1888. 640

Intimations.

THE PUNJUN AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

THE Second Ordinary Half-Yearly MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, Pedder's Street, on THURSDAY, 24th May, 1888, at 4 p.m., for the purpose of receiving a Report of the Directors, together with a Statement of Account to 30th September, 1887.

A. O'D. GOURDIN, Secretary.

Hongkong, May 10, 1888. 767

PERSEVERANCE LODGE OF HONGKONG, No. 1165.

A N Emergency MEETING of the above LODGE will be held in the FREE-MASSONS' HALL, Zetland Street, on MONDAY, NEXT, the 14th Instant, at 8.30 for 9 p.m., precisely. VISITING BRETHREN are cordially invited.

Hongkong, May 8, 1888. 746

PERSEVERANCE LODGE OF HONGKONG, No. 1165.

A Regular MEETING of the above LODGE will be held in the FREE-MASSONS' HALL, Zetland Street, on WEDNESDAY, the 16th Instant, at 8.30 for 9 p.m., precisely. VISITING BRETHREN are cordially invited.

Hongkong, May 8, 1888. 747

NURSE.

A CERTIFICATE NURSE is anxious to obtain Free Passage to England, will give services and take entire charge of children to be sent home, on invalid, or nursing duties in any capacity. Highest testimonials and references.

Address, 'Mrs. C.' Temperance Hall, Shanghai, 27th April, 1888. 741

A. S. WATSON & Co., LIMITED.

NOTICE is hereby given that the REGISTERED SHARES of the above COMPANY will be held at the HONGKONG DISCOUNT, on MONDAY, the 14th day of May next, at 3 o'clock in the Afternoon, for the purpose of receiving the Report of the General Manager, together with a Statement of Account to the 31st December, 1887.

JOHN WILLMOTT, Acting Secretary.

Hongkong, May 3, 1888. 717

TREASURY NOTICE.

The Rating Ordinance, 1888.

The Valuation List (Victoria) for 1888-89 is open to inspection at the Treasury for twenty-one days, commencing from Monday, 7th May. Extracts may be taken.

This Valuation will be in force from July 1st, 1888, to June 30th, 1889.

The last day for appeal to the Supreme Court will be MAY 26th. Notice stating the grounds of Appeal in each case must also be sent to the Assessor on or before that date.

Where the Valuation of any Tenement has been altered from that now in force, the Assessor must have notice of such change to the Owner, if his address is known, or if not, to the occupier, with a request that he will hand the same to the Owner. The omission to serve such notice does not invalidate the Rate, or form any excuse for not appealing against any assessment within the prescribed time, viz. MAY 7th to 26th, 1888. All Owners or Occupiers interested in rateable property should therefore inspect the Rate Book within this period.

A. SHELTON HOPPER, Assessor.

TREASURY, Hongkong, 1st May, 1888. 785

Peninsular & Oriental Steam Navigation Company.

NEW AND ACCELERATED DIRECT SERVICE TO LONDON VIA MARSEILLES FROM HONGKONG.

JAPAN AND CHINA.

NOTICE

ON the 19th May, at Noon, and fortnightly thereafter, until further Notice, the Company will maintain a DIRECT SERVICE between HONGKONG and LONDON, VIA MARSEILLES.

This improved service will abolish all Transhipments, and it is intended that it shall maintain a high reputation for quick transit, careful delivery of cargo, and for passing accommodation and cuisine.

The attention of passengers is specially called to the greatly improved Second-saloon accommodation and attendance.

E. L. WOODIN, Superintendent.

Hongkong, May 8, 1888. 764

NOTICE

I. DISSE, Dr., Med., 11, Queen's Road Central.

CONSULTATIONS in ENGLISH, FRENCH, and GERMAN, from 8.30 to 10 A.M. and from 2 to 4 P.M.
Hongkong, May 9, 1888. 764

Business Notices.

LANE, CRAWFORD & Co.

ARE NOW FULLY STOCKED WITH THE FOLLOWING SEASONABLE GOODS:

PARFUMS' EAU DE COLOGNE. HENDRICKS' HAIR WASH. EAU DE QUININE HAIR WASH. KALIDOR & ODONTO. LANTIER'S HAIR WASH. CARBOLIC TOOTH POWDER. TOILET VINEGAR. LAVENDER WATER. CHERRY TOOTH PASTE. SHAVING CREAM. LANTIER'S DENTIFRICE. LIME JUICE & GLYCERINE.

HENDRICKS' ATKINSON'S, and PRESS & LUDIN'S PERFUMERY. CALVERT'S CRESOL DISINFECTANT (invaluable for washing Dogs and other Animals). 'CARBOLIC' SOAP. HOUSEHOLD CARBOLIC SOAP. CARBOLIC PICKLE-HEAT SOAP. PEARS' TRANSPARENT SOAPS. SCENTED SOAPS, and BATH SOAPS. DISINFECTANT CARBOLIC POWDER in 1lb. Dredgers. CALVERT'S STRONGEST CARBOLIC ACID. LANTIER'S STRONGEST CARBOLIC ACID. LARGE BATH SPONGES and FINE TOILET SPONGES. BATH TOWELS and WIAPS. FLESH BRUSHES and SCRUBBERS.

Also, Cooling Beverages and Summer Tonics.

STOWN'S LIME JUICE, ORANGE JUICE and LEMON JUICE. RASPBERRY VINEGAR, FORTIFIED LEMON JUICE, CHERRY BITTERS, PARSNIP'S CHEMICAL FOOD, SYRUP of PHOSPHATES, FRUIT and TRIPLE VERMOUTH. CALIFORNIA RED and WHITE WINES, AMERICAN LAGER BEER, COCO WINE.

A Small Machine for making Block Ice, Iceing Water and Wines.

LANE, CRAWFORD & Co.

Hongkong, May 10, 1888. 768

W. POWELL & Co. JUST RECEIVED

SPECIALITIES in LADIES' FASHIONABLE COSTUMES. WHITE and COLOURED DRESS LAWNS. (Past Colours). CREAM, WHITE and COLOURED AIGRETTES, FEATHERS and TIPS. PARSNIP FLOWERS and MILLINERY. RIBBONS and LACES in Latest Designs. SILK GLOVES and MITTS in every length and colour.

W. POWELL & Co.

VICTORIA EXCHANGE, Hongkong, May 5, 1888. 729

J. MARINBURK, COLLEGE CHAMBERS,

MANUFACTURER OF FIRST-CLASS FURNITURE AND UPHOLSTERY

OF EVERY DESCRIPTION AND LATEST DESIGNS.

At Very Reasonable Prices.

Hongkong, May 1, 1888. 708

NEW GOODS.

FINE SILK HATS. DRAPEL FINE HATS. BLACK, BROWN, DEAR and GRAY HAT FELT HATS. TARTAN and other Soft FURS. TWELVE HATS and CAPS in new shapes. STRAW and PITH HATS. SILK UMBRELLAS, from \$5, over 10 to choose from. WALKING STICKS, a very large assortment. WATERPROOF COATS, LEGGINGS and CHAIN APRONS. TRAVELLING RUBS & SCOTCH MANTLES. OVER COATINGS, light and heavy. OVER COATINGS, Ulster Tweeds. FINE BLACK DIAGONAL and COLOURED Dress Suits. Black, Blue & Brown Fancy and Check DIAGONAL COATINGS. Fancy and Check TWEED SCOTCHINGS. TROUSERS, in a great variety of Stripes, Checks, &c. CHECKING FANNELS, in Checks, Stripes & Plain. FRENCH PRINTED SHIRTS. UNMATCHABLE FANNEL SHIRTINGS. Winter, Medium and Summer UNDER VESTS and PAJAMA. READY-MADE ULSTERS IN STOCK.

ROBT. LANG & Co.

Hongkong, February 21, 1888. 285

STAC HOTEL, QUEEN'S ROAD CENTRAL, HONGKONG.

J. COOK, Proprietor.

THE HOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM THE PRINCIPAL LANDING PLACES.

GOOD ACCOMMODATION FOR VISITORS. CHARGES MODERATE.

TIFFIN at 1 o'clock. DINNER at 7.30.

WELL VENTILATED BILLIARD ROOM. TIFFIN 50 CENTS. DINNER 75 CENTS.

WINE, SPIRITS and MALT LIQUORS of the VERY BEST QUALITY ONLY.

Hongkong, April 1, 1887. 607

Victoria Hotel, Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large Dining Hall.

The HOTEL also contains handsome and comfortable Reception, Reading, Billiard and Smoking Rooms.

The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORABJEE & HING KEE, Proprietors.

Hongkong, September 13, 1885. 1612

Intimations.

A RAMBLE THROUGH SOUTHERN FORMOSA.—By Mr. G. TAYLOR.

This Article, which has been reprinted from the *China Review*, contains one of the best Sketches of FORMOSA yet written. A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, \$1.—at Messrs. LANE, CRAWFORD & Co.'s, and Messrs. KELLY & WALSH, Limited, Hongkong; also, Mr. N. MOORE, Amoy.

Hongkong, March 7, 1888. 393

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all VESSELS DISCHARGING BOMBAY COTTON and COTTON YARN at the KOWLOON WHARF will have FREE STORAGE for 14 days from arrival, after which a Rent of 3 CENTS per bale per month will be charged.

ISAAC HUGHES, Secretary.

Hongkong, November 7, 1887. 2148

Intimations.

THE RICHMOND TERRACE ESTATE AND BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the SHAREHOLDERS of the Company will be held at No. 36, Queen's Road, on WEDNESDAY, the 10th Instant, at 3 o'clock in the Afternoon, for the purpose of receiving the Report of the General Manager, together with a Statement of Accounts to the 31st December, 1887.

The REGISTER of SHARES will be CLOSED from SATURDAY, the 12th Instant, to WEDNESDAY, the 16th Instant, both days inclusive, during which period no Transfer of Shares can be registered.

JOHN WILLMOTT, Secretary.

Hongkong, May 9, 1888. 766

SAILOR'S HOME.

ANY Cast-off Clothing, Boots, or PAPERS will be thankfully received at the SAILOR'S HOME, West Point.

Hongkong, July 26, 1887.

Intimations.

NOTICE TO MARINERS. No. 207. CHINA SEA.

SHANGHAI DISTRICT.

SOUTHERN ENTRANCE TO THE YANGTZE.

NOTICE is hereby given that—on account of a recent Survey of a Section of the SOUTHERN ENTRANCE to the YANGTZE having shown that a Middle Ground or Shoal, from 6 to 18 feet of water on it, stretches nearly 7 miles in a South-easterly direction from a point N. 64° E. distant 2 1/2 miles from the Kiu-tsun Beacon, and that the Channel to the North-eastward of the Middle Ground is wider, deeper, and more direct than the one on its South-western side—the following Changes have been made in this vicinity:—

KIU-TSUN LIGHTSHIP.

This Vessel has been moved in 4 fathoms off the South-western Edge of Blockhouse Shoal, with the Kiu-tsun Beacon bearing S. 71° W. distant about 3 1/2 miles.

MIDDLE GROUND UPPER BUOY.

A red and black vertically striped Buoy, surmounted by a black triangular Cage, has been moved on the North-western end of the Middle Ground in 3 fathoms, with Kiu-tsun Beacon bearing S. 65 1/2° W. distant about 2 1/2 miles.

MIDDLE GROUND LOWER BUOY.

A red and black vertically striped Buoy, surmounted by a black diamond-shaped Cage, has been moved on the South-eastern end of the Middle Ground in 3 fathoms, with House Island Beacon bearing N. 2 1/2° W. distant about 4 1/2 miles.

BLOCKHOUSE SHOAL BUOY.

This Buoy, No. 2 in the published List for 1883, has been removed.

Vessels entering by the Channel to the North-eastward of the Middle Ground may now keep the Tungsha Lightship bearing S. 75° E. till she is 8 miles distant, and then steer to pass 2 cables to the South-westward of the Kiu-tsun Lightship; after which they may steer to make a course N. 56° W. till the Small Kiu-tsun Beacon bears S. 45° W.

All bearings and courses given are magnetic, and the depths are for low water spring tides.

CAUTION.

Vessels should not attempt to pass to the North-eastward of the Kiu-tsun Lightship in her present position.

By Order of the Inspector-General of Customs, A. M. BISBEE, Coast Inspector.

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 1st May, 1888. 736

Auctions.

POSTPONEMENT.

VALUABLE LEASEHOLD PROPERTY TO BE SOLD AT KOWLOON.

MR. J. M. ARMSTRONG has received instructions to Sell by Public Auction, on

MONDAY,

the 14th May instant, at 4.30 o'clock p.m., at the Premises,

ALL THOSE PIECES OF GROUND,

Situate at KOWLOON POINT, to be registered in the LAND OFFICE as KOWLOON INLAND LOTS Nos. 529, 530, 531, 532, 533, 534, 535.

The Lots average over 200 feet in depth, and have a frontage of 50 feet to Kimberly Road, which is to be widened by Government to 60 feet; they are all high ground near the Observatory well situated as BUILDING sites, especially for Villa Residences, commanding pleasant and extensive views.

The Property will be sold in Eight Lots. The Vendor reserves to himself the right to all Buildings and Building Materials on the Lots.

For Plans, Particulars and Conditions of Sale, apply to

HENRY J. HOLMES, Solicitor for the Vendor, or to the Auctioneer.

Hongkong, May 8, 1888. 743

PUBLIC AUCTION.

UNDER instructions received from the MORTGAGEES, Mr. H. N. MOY, will Sell by Public Auction, on

THURSDAY,

the 17th May, 1888, at 4 o'clock p.m., at the Premises,

ALL THAT VALUABLE PIECE OF GROUND,

Situate at BELLOCH'S BAY, LAP-PAI-WAN, Hongkong, abutting on the North side thereof on Balgater Street and measuring thereon 200 feet, and on the South side thereof on portion of Inland Lot No. 905 and measuring thereon 200 feet; on the East on Davies Street and measuring thereon 200 feet, containing in the whole 40,000 square feet and registered in the LAND OFFICE as Section 4 of INLAND LOT No. 905.

Together with the FURNACE WORK-SHOPS and BUILDINGS thereon lately used and occupied by the HONGKONG AND MACAO GLASS MANUFACTURING COMPANY, as they now stand which said Piece of Ground is held for the residue of a term of 999 years subject to the Annual Crown Rent of \$528.67.

The Property will be offered for Sale in One Lot.

For further Particulars and Conditions of Sale, apply to

WOTTON & DEACON, Solicitors, 35, Queen's Road; or to Mr. H. N. MOY, Auctioneer, Victoria Buildings, Queen's Road.

Hongkong, April 24, 1888. 672

Auctions.

PUBLIC AUCTION OF OLD CHINESE PORCELAINS, EMBROIDERIES AND CURIOS.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,

the 12th May, 1888, at 2.30 p.m., sharp, at his Sales Rooms, Duddell Street,—

A VALUABLE COLLECTION OF OLD CHINESE PORCELAINS, EMBROIDERIES AND CURIOS, obtained from Mandarin's Houses at the City of Peking and the Northern Provinces, and comprising:—

FIVE COLOURED, BLUE and WHITE, SANG DE BEUF, TURQUOISE, BLACK and IMPERIAL YELLOW VASES and JARS of the MING DYNASTY, and the Reigns of KANGHI, YONGHAI, and K'ANGSI; HAWTHORN JARS, VERY FINE IMPERIAL BASINS and PLATES, OLD BRONZES, OLD PEKIN ENAMELS, OLD SCODOW LACQUER, OLD CARVINGS on IVORY, JADE, AGATE and CRYSTAL, FINE PEKIN SHUFF BOTTLES, &c.

VERY FINE 5 COLOUR and BLUE and WHITE KANGHI SCREENS, OLD PEKIN EMBROIDERIES, &c.

Catalogues will be issued previous to the Sale, and the above will be on view on Friday next.

TERMS OF SALE.—As customary. G. B. LAMBERT, Auctioneer.

Hongkong, May 7, 1888. 739

VALUABLE LEASEHOLD PROPERTY TO BE SOLD IMMEDIATELY.

TO BE SOLD BY PUBLIC AUCTION pursuant to a Decree of the Supreme Court of Hongkong, made in a case TAM KWAN SHI F. YAU MI HO, No. 42 of 1878, with the Approbation of the Acting CHIEF JUSTICE by Mr. J. M. ARMSTRONG, the Person appointed by the said Court, upon the respective Petitions on the day hereinafter mentioned viz.:

On SATURDAY,

THE 12th DAY OF MAY, 1888, AT 3 O'CLOCK IN THE AFTERNOON,—

In ONE LOT, a Piece of Vacant GROUND, Registered as INLAND LOT No. 472, and situate at Bowrington between Matheson and Percival Streets, and suitable for the erection of Kotowin Godowns.

The Sale Plans can be seen at the Office of Messrs. WOTTON & DEACON, Solicitors, and at Mr. J. M. ARMSTRONG's, the Auctioneer.

Particulars and Conditions of Sale may be obtained on application at the Offices of Messrs. WOTTON & DEACON, Solicitors, Hongkong, of Messrs. CALDWELL & WILKINSON, Solicitors, Hongkong, of Mr. WENMAN, Solicitor, Hongkong, and of Mr. J. M. ARMSTRONG, Auctioneer.

Dated this 11th day of May, 1888.

ALFRED G. WISE, Acting Registrar of the Supreme Court.

723

Intimations.

GOVERNMENT NOTIFICATION.

WARDMASTER is required at the **GOVERNMENT CIVIL HOSPITAL**. Emoluments of the office \$50 per month, rising by annual increments of \$5 to \$80, with Uniform, furnished Quarters, Fuel, and Light.

Applications with Testimonials to be forwarded to the **COLONIAL SECRETARY** not later than the 21st instant, at the **GOVERNMENT CIVIL HOSPITAL**.

By Command,
FREDERICK STEWART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 2nd May, 1888.

DENTISTRY.

FIRST CLASS WORKMANSHIP.
MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist.

(FORMERLY ASSISTANT APRENTICE AND LATELY ASSISTANT TO DR. ROGERS.)

At the urgent request of his European and American patients and friends, has **TAKEN THE OFFICE** formerly occupied by Dr. Rogers.

No. 2, **DUDELL STREET.**

CONSULTATION FREE.

Discount to missionaries and families.
Sole Address,
2, DUDELL STREET,
(Next to the New Oriental Bank.)
Hongkong, January 12, 1885.

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, upon their arrival in this Harbour, **NONE** of the Company's **FORWOMEN** should be at Land, Orders for **REPAIRS** if sent to the **HEAD OFFICE**, No. 14, **PRYA CENTRAL**, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Under-Signed is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, Annul 25, 1885.

CHAS. J. GAUFF & Co.,
Chrometers, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOITLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
REYNOLDS' LIQUID AND OTHER COSMETICS.
ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED WARE.
Christie & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY in great variety.

DIAMONDS

DIAMOND JEWELLERY.
A Splendid Collection of the Latest LATEST PATTERNS, at very moderate prices.

For Sale.

FOR SALE.

JULES MUMM & Co.'s
CHAMPAGNE.

Quarts.....\$20 per Case of 1 doz.
Pints.....\$21 " " 2 "

Dubon Freres & Co. G. & Co.
BORDEAUX CLARETS AND WHITE WINES.

Baxter's Celebrated "Balee Bro"
WHISKY—\$74 per Case of 1 doz.

GIBB, LIVINGSTON & Co.
Hongkong, July 18, 1884.

To Let.

TO LET.

A Commodious SUITE OF OFFICES in the **ICE HOUSE BUILDINGS.**

Apply to
G. C. ANDERSON,
13, **PRYA CENTRAL.**

Hongkong, March 22, 1888.

TO BE LET.

A SEMI-DETACHED HOUSE in **RICMOND TERRACE**, containing 6 convenient Rooms, 3 Bath Rooms, and convenient Out Offices.

A NEW STOREY has just been added to the Servants' Quarters.

Apply to
JOHN WILLMOTT,
Hongkong Dispensary.

Hongkong, April 24, 1888.

TO LET.

ROOMS in "COLONIAL CHAMBERS."

GODOWN in **ICE HOUSE LANE**, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st August.

Apply to
DAVID SASSON, SONS & Co.
Hongkong, May 2, 1888.

NOTICES TO CONSIGNEES.

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. Lydia, Captain G. PETERSEN, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Under-Signed, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon-to-morrow, the 8th instant.

Any Cargo impeding their discharge will be landed into the Godowns of the **Kowloon Free and General Co.** and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th Inst. will be subject to rent.

All broken, chafed and damaged Goods will be left in the Godowns, where they will be examined on the 16th Inst. at 4 p.m.

No Fire Insurance has been effected.

SIEMSEN & Co.,
Agents.

Hongkong, May 7, 1888.

Notices to Consignees.

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. MONMOUTHSHIRE, FROM
HAMBURG, A. TWEED, LONDON,
PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the **Kowloon Free and General Co.** at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m.

To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th Inst. will be subject to rent.

All Claims against the Steamer must be presented to the Under-Signed on or before the 16th Inst. or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.

Hongkong, May 10, 1888.

GLEN LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON, PENANG AND SINGAPORE.

THE Steamship Glenloch, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the **HONGKONG AND KOWLOON FREE AND GENERAL CO., LTD.** at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. To-day, the 10th Inst.

Cargo remaining undelivered after the 15th Inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, May 10, 1888.

STEAMSHIP SINDH.

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London or Antwerp, ex Steamship **Indus**, from Havre, ex Steamship **Indus**, are hereby informed that their Goods—

with the exception of Treasure and Valuable—

are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before Noon To-day (Thursday), requesting it to be landed here.

Bills of Lading will be countersigned by the Under-Signed.

Goods remaining undelivered after Thursday, the 17th May, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in on or before Saturday, the 18th May, or they will not be recognized.

No Fire Insurance has been effected.

J. DE CHAMPEAUX,
Agent.

Hongkong, May 10, 1888.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Japan, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the **HONGKONG AND KOWLOON FREE AND GENERAL COMPANY'S** West Point Godowns, whence delivery may be obtained.

Cargo remaining undelivered after Thursday, the 17th May, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in on or before Saturday, the 18th May, or they will not be recognized.

No Fire Insurance has been effected.

J. DE CHAMPEAUX,
Agent.

Hongkong, May 10, 1888.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Japan, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the **HONGKONG AND KOWLOON FREE AND GENERAL COMPANY'S** West Point Godowns, whence delivery may be obtained.

Cargo remaining undelivered after Thursday, the 17th May, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in on or before Saturday, the 18th May, or they will not be recognized.

No Fire Insurance has been effected.

J. DE CHAMPEAUX,
Agent.

Hongkong, May 10, 1888.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Japan, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the **HONGKONG AND KOWLOON FREE AND GENERAL COMPANY'S** West Point Godowns, whence delivery may be obtained.

Cargo remaining undelivered after Thursday, the 17th May, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in on or before Saturday, the 18th May, or they will not be recognized.

No Fire Insurance has been effected.

J. DE CHAMPEAUX,
Agent.

Hongkong, May 10, 1888.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Japan, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the **HONGKONG AND KOWLOON FREE AND GENERAL COMPANY'S** West Point Godowns, whence delivery may be obtained.

Cargo remaining undelivered after Thursday, the 17th May, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in on or before Saturday, the 18th May, or they will not be recognized.

No Fire Insurance has been effected.

J. DE CHAMPEAUX,
Agent.

Hongkong, May 10, 1888.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Japan, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the **HONGKONG AND KOWLOON FREE AND GENERAL COMPANY'S** West Point Godowns, whence delivery may be obtained.

Cargo remaining undelivered after Thursday, the 17th May, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in on or before Saturday, the 18th May, or they will not be recognized.

No Fire Insurance has been effected.

J. DE CHAMPEAUX,
Agent.

Hongkong, May 10, 1888.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Japan, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the **HONGKONG AND KOWLOON FREE AND GENERAL COMPANY'S** West Point Godowns, whence delivery may be obtained.

Cargo remaining undelivered after Thursday, the 17th May, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in on or before Saturday, the 18th May, or they will not be recognized.

No Fire Insurance has been effected.

J. DE CHAMPEAUX,
Agent.

Hongkong, May 10, 1888.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Japan, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the **HONGKONG AND KOWLOON FREE AND GENERAL COMPANY'S** West Point Godowns, whence delivery may be obtained.

Cargo remaining undelivered after Thursday, the 17th May, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in on or before Saturday, the 18th May, or they will not be recognized.

No Fire Insurance has been effected.

J. DE CHAMPEAUX,
Agent.

Hongkong, May 10, 1888.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Japan, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the **HONGKONG AND KOWLOON FREE AND GENERAL COMPANY'S** West Point Godowns, whence delivery may be obtained.

Cargo remaining undelivered after Thursday, the 17th May, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in on or before Saturday, the 18th May, or they will not be recognized.

No Fire Insurance has been effected.

J. DE CHAMPEAUX,
Agent.

Hongkong, May 10, 1888.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Japan, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the **HONGKONG AND KOWLOON FREE AND GENERAL COMPANY'S** West Point Godowns, whence delivery may be obtained.

Cargo remaining undelivered after Thursday, the 17th May, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in on or before Saturday, the 18th May, or they will not be recognized.

No Fire Insurance has been effected.

J. DE CHAMPEAUX,
Agent.

To-day's Advertisements.

FOR SHANGHAI.

THE Steamship Yangtze, Captain TONKINSON, will be despatched for the above Port on **SUNDAY**, the 13th Inst., at 11 a.m.

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.

Hongkong, May 11, 1888.

UNION LINE.

FOR YOKOHAMA AND KORE.

THE Steamship Metropia, Captain POKER, will be despatched for the above Ports on **MONDAY**, the 14th Inst., at Noon.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, May 11, 1888.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Co's Steamship Diomede, Captain McCASLIN, will be despatched for the above Ports on **MONDAY**, the 14th Inst., at 4 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.

Hongkong, May 11, 1888.

CHINA NAVIGATION COMPANY, LIMITED.

DIRECT FOR SYDNEY AND MELBOURNE.

THE Co's Steamship Chingki, Captain ARTHUR, Commander, will be despatched on **WEDNESDAY**, the 10th Inst., at Daylight.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon and Cabin are situated forward of the Engines and Second-class Passengers are berthed in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 11, 1888.

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON AND SINGAPORE.

THE Steamship Metropia, Captain POKER, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Under-Signed for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must be presented to the Under-Signed on or before the 18th Inst. or they will not be recognized.

RUSSELL & Co.,
Agents.

Hongkong, May 11, 1888.

NOTICE.

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLUMBO, ADEN, SUZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.

LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON THURSDAY, the 24th of May, 1888, at Noon, the Company's Steamship **PAQUEBOTS POSTE FRANCAIS**, with **MAILS**, **PAQUEBOTS POSTE FRANCAIS**, and **CARGO**, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie on board until 3 p.m. on the 23rd May, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, May 11, 1888.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

ALLIE ROWE, Hawaiian brig, Captain J. Phillips. — Wisler & Co.

CENTENNIAL, American ship, Captain J. M. Bearse. — Russell & Co.

ROBY, British ship, Capt. E. E. Robbins. — Messageries Maritimes.

SHIPPING.

FIRE IN JERVOIS STREET.

Fire broke out this morning about five o'clock on the first floor of the house No. 81 Jervois Street, which was a piece of goods' shop. A cook got up about half-past four to boil some congee for his master. In order to kindle a fire he went to get a light from a kerosene lamp which was hanging on a nail in the wall just at the cook-house door. According to his story, he accidentally knocked down the lamp, and it fell on a bundle of papers and wood and broke. The wood caught fire and the flames spread. The inmates, of course, rushed out of the house, leaving it to take care of itself, and it was burned out. The master was, it is said, sleeping on the ground floor, when the fire broke out. He has been rather unfortunate in the way of fires, for this is not the first time that his house has been burned down. He is insured, we believe, with Messrs Meyer & Co. for \$11,000. The fire spread from this house to the adjoining house, No. 83, of which the first and top floors were destroyed. The fire brigades, however, were successful in preventing the flames from spreading to any of the other houses in the big block of buildings. No. 83 was insured for \$20,000 in an office for which Messrs Holliday, Wise & Co. are agents. Order was kept at the scene of the fire by a company of Police under the superintendence of Captain Deane.

MACAO NOTES.

We had a visit from some of your Naval and Military officers who had heard about a tiger, and to be lurking in the neighbourhood of the Barrier; but after a careful search, they came to the conclusion that snipe shooting was better sport. They, however, found very few birds, but it was too late in the season. An excellent Bathing Pavilion has been erected at the usual place. It is to be hoped that the youths of our Colony will not pay it the same attention which they did the former one.

Our police force has been strengthened by the arrival of 100 Indians, who would, if inspected by one of your former Governors, put him in mind of the Royal Irish Constabulary, if he did not notice the brass hooks to keep up their waist belts, which have a tendency to slip over their legs. To us they appear diminutive when placed alongside the stalwart youth of the National Battalion, but of course the Police are the descendants of a conquered race, while that fine body, the National Battalion, are the descendants of the conquerors.

The pay of the Indian Police is to be \$9 per month, the same as that paid to Europeans. It is to be hoped that the Government will increase the pay of the Europeans in our Police, as no doubt they are a most efficient body of well-conducted men.

Four hundred thousand dollars' worth of prepared opium has left our Colony for America and Australia during the last month, and trade with the West Coast and Hongkong has been very brisk. A large quantity of tea has been purchased, but prices are too high. We have no doubt, however, that a large business will be done. That a large portion of Portuguese capital has been withdrawn from your public Companies is evident by the great depression in your stock market, but it is wanted here, and no doubt our capitalists will be able to invest to more advantage. Our Steam-Boat Company is sure to give a large return, as it will have our entire patronage. After the limits of our Colony are agreed upon, a large number of seaside Villas will be built and furnished. This will be a great boon to many families in your Colony who come here in summer in quest of health, and it will pay those who invest their money in building and furnishing. Mr Hambling's pupils are again about to give a performance. It is to be hoped it will be as good as the last. Mr H. now enjoys the assistance of a professor of the histrionic art.

Amoy.

A meeting of Residents interested in Aquatic Sports was held at the Amoy Club last Monday, to see if the Queen's Birthday could not be celebrated as formerly by holding a Regatta, and this form of celebration was unanimously agreed to. A committee was appointed to draw up the programme. The S. S. *Thales* arrived yesterday from Swatow, bringing the news of the crew of the ship being killed by her through collision off Nemoa Island. The loss of life was restricted fortunately to one, namely the supercargo. The master of the junk intended to bring a claim of three or four thousand dollars, the value of junk and cargo, against the *Thales*. The S. S. *Nordens* left on the 7th with 924 emigrants for Singapore, and the *Ben-Ider* left yesterday with 738 for the same destination. The *Glenkiln* and a blue funnel boat are expected to-day to load coals for the Straits.

CORRESPONDENCE.

CARGO-BOT HIRE.

To the Editor of the "CHINA MAIL." 11th May, 1888. Sir,—The letter signed "Merchant" which appeared in your issue of last evening, whilst containing many points of interest to the shipping community at large, is, unfortunately, mainly illustrative of the extraordinary apathy and pusillanimity of so many English residents in Hongkong, who, with every right and justice on their side, allow themselves to be sidetracked by the scum of London, who look to this Colony for a livelihood, and so many of whom the waters of this harbour afford with a happy hunting ground. Your correspondent states that as much as four times the legal fare is being demanded

and paid for cargo-bots. Does it not bear a resemblance to the ridiculous rates that, as much as it is possible, are charged at the present moment plying without licences, every master or owner of a boat, is liable to a penalty of \$100, or 3 months, under that heading alone? "Merchant" goes on to say that it may be easily said that the rates made up before the Police Court and charged there with demanding more than their legal fare? but this is more easily said than done. For then proceeds to abuse the Government for not fighting his battle. Now, I ask, if these cargo-bots are never brought before the Police Court and shown up, how on earth can the Government be supposed to know that such extortionate practices prevail? "Merchant" next proposes that a Lighter Company should be formed; but it would never succeed here, for the simple reason that if shippers could get their work done by the more cheaply than the Lighter Company might whilst for their patronage; besides which, if the crews were Chinese, they would easily be coerced into striking at any time.

It may interest "Merchant" to learn that immediately after the strike, the Company, which contracted to carry cargo-bots, and \$10 was demanded, but subsequently the boat people cheerfully accepted the ordinary fare, and no more.

THE ABANDONMENT OF THE SHIP ROCK TERRACE.

An official inquiry was held at the Harbour Office to-day into the circumstances connected with the abandonment of the British ship *Rock Terrace*, at Guam, on 2nd March last. Commander Rumsey, R.N., Harbour Master, presided, and the other members of the Court were Staff Commander Buckner, R.N., *Victor Emmanuel*; Mr W. H. Watton, master of the s.s. *Atavia*; and Mr J. D. Arthur, master of the s.s. *Chingta*.

S. B. Atkinson, master of the *Rock Terrace*, said—I am in possession of a master's certificate issued at New York. I was appointed to command of this vessel on the 1st July 1886. She was a North-American built ship of 1700 tons, owned by Troup and Sons, St. John's, New Brunswick. We sailed on our last voyage from Philadelphia on 27th September last, bound for Hongkong with a cargo of petroleum in casks. The crew consisted of 24 all told. There were four officers, besides myself, and 20 crew. We were bound for Hongkong about three months after starting. We did not see any land after that until we sighted the Island of Guam. On 28th January we were in latitude 9.25 S. and longitude 165.30 E. The weather was squally and we were under top-sail and top-gallant sail until 3.30 p.m. of that day. At that time all hands were called to shorten sail as a heavy squall was coming on. We were making a North by East course. The squall came on accompanied by heavy rain and lasted about fifteen minutes. Directly it ceased we started on our course again, and made head for about ten minutes. The ship stopped and bumped very heavily several times with the heavy ground swell that was coming in. Orders were given to clear away the boats, of which we had five. The officers suggested to cut away the mast as there were fears it would fall and smash the boats. The mast was not to be cut away. The ship ran ashore under lower top-sail and fore-sail. When she came off I gave orders for the watch to man the pumps. We made no sail for the rest of that evening. The ship was brought up to her course and headed for Hongkong again. When the well was sounded we found about 18 inches of water in her, she continued after that to make about 7 inches an hour. We had two pumps at the mainmast. We could only use one for one watch, that was all they could run steadily. Both our cobblers were carried away forward. We could see that the fore part of the keel was forward were gone, and we would get from the tail of the keel was gone at except the last length. That was all the damage we could see. The first watch kept at the pump for two hours, in which time she cleared of 18 inches of water. There were eight men and two officers in each watch. One watch was kept at the pumps while the other was repairing damages. For about 19 days we sailed under lower top-sails. The ship was going from two to four knots. I got observations but not every day. At the end of these 19 days, we had about two days' calm and then got into the North East trades. That was about the 16th of February. We made more sail, but finding that the ship was making more water we concluded to make for the Island of Guam, my object being to beach the ship there and save the cargo. I navigated the ship by a general Track chart of the world and also the South Pacific Directory. We sighted Guam on the evening of the 29th of February. We lay till the morning, and about 8 a.m. next day we bore away for the North point of the island, following the shore down to the westernmost point. We had signals of distress flying, but could get no assistance from the town which was about three miles away. As the entrance to the harbour was very narrow, and the wind was blowing direct at it, it was impossible to get her in. I then gave orders and we stood away from the land intending to make another attempt. At 6 a.m. on the 2nd March we stood in again with the aid of getting no assistance and nothing able to get into the harbour. We could see no place on which to beach the vessel and kept right round to the West point of the island. On getting into smooth water to leeward of the island we concluded to abandon her and took to the boats. We arrived on shore about 1 or 2 o'clock that day and remained on the island until 26th April, when we were taken off by the Spanish mail steamer *Rosa*, which brought us to Manila, where we arrived on the 1st of May and were forwarded next day to this port by H. B. M. Consul on the s.s. *Zephu*. I got observations on the 28th January. As near as I can remember the ship's position was 9.25 S. I made Brouncker Reef according to the latitude and longitude laid down in the Directory bearing E. N. E. The ship was going from 8 to 7 knots. There was no chance of an observation being taken before she struck. A boat the vessel struck the reef I made out Brouncker Reef to be due east of us. I had every con-

science in my chronometer. I had no opportunity of checking it on the voyage except at sea. I compared it with the French mail about five days before and with the American mail about nine days before. The chief officer kept the ship's log on the morning of the 28th. I took that day point out to the chief officer who kept the ship's position on the chart. Ordinarily the pump sucked at 14 inches and there was usually two to three inches more in the well before pumping. The ship was kept under easy sail, because if we pressed her she always made more water, sufficient to keep the pump constantly going. The reason why I abandoned the ship was because I could not take her to Japan nor to the Philippines Islands. We had taken her over 2,000 miles, but the men would have broken down with the constant pumping in five or six days. There was no chance of beaching the ship and there was the danger of fire. During the 34 days from the time the ship struck till she was abandoned the men worked quite willingly. I gave them no unnecessary work. I had every assistance during that time from my officers. I formed my opinion as to the usefulness of the pumps up to much longer from my own observation. I heard that they were dispirited, although they did not state it to me as a body. I consulted with the officers as to the abandonment of the ship and they agreed with me. The chief officer said he was willing to agree to the ship to the Philippines, but I considered the risk too great. We could not have sent boats into the harbour of San Luis owing to the strong breeze and the high sea. I did not tell the crew personally that the vessel was going to be abandoned, but they were told by the officers. The officers were all the while in readiness to go in the boats a number of days before we left the ship. She was making more water the last night we were on her than she had done previously. Each man was told off to a particular boat. I being very ill at the time asked the second mate to take charge of my boat. All the arrangements for leaving the vessel were duly carried out so far as I am aware. I was suffering a great deal from want of sleep, not having had an hour's consecutive sleep since the time the ship struck. The men put their effects into the boats as well as provisions. The ship was then about three miles to the west of Point Orote. When we came to land from the boat there was an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them. When we came to land from the boat there were no soundings. The crew went into the boats in an orderly manner. From the time I gave the order to take to the boats till the time they left the ship there was an interval of an hour or an hour and a half. The ship was not to have to be packed up the ship's logs and papers all ready, but I don't know what became of them

Mails.



STEAM FOR
SINGAPORE, PENANG,
ADEN, PORT SAID,
MARSEILLES, MALTA, GIBRALTAR,
BRINDISI, AND LONDON.
Also,
MADRAS, CALCUTTA, AND
AUSTRALIA.
N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, TRIESTE,
HAMBURG, NEW YORK AND
BOSTON.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
ANCONA, Captain W. J. Womersley, with
Her Majesty's Mails, will be despatched
from this for LONDON direct, via SUEZ
CANAL and usual Ports of Call, on
SATURDAY, 19th May, at Noon.

Cargo will be received on board until
4 p.m.
Parcels and Specie (Gold) at the Office
until 4 p.m. on the day before sailing.
For further Particulars regarding
FREIGHT AND PASSAGE, apply to the
PENINSULAR AND ORIENTAL STEAM NAVIGATION
COMPANY'S Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.
Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bill of Lading.
Passengers desirous of insuring their bag-
gage can do so on application at the Com-
pany's Office.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, May 8, 1888. 753

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.
THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF
RIO DE JANEIRO will be despatched
for San Francisco via Yokohama on
SATURDAY, the 13th Instant, at 3 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of Steamers.
First-class Fares granted as follows:—
To San Francisco \$200.00
To San Francisco and return, 350.00
available for 6 months.
To Liverpool 325.00
To London 350.00

To other European points at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.

Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.
Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco,
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 50A, Queen's Road Central.

O. D. HARMAN,
Agent.

Hongkong, May 2, 1888. 715

Mails.

CANADIAN PACIFIC LINE.
TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship BATAVIA,
2,553 Tons Register, WATSON, Com-
mander, will be despatched for VAN-
COUVER B.C. and SAN FRANCISCO,
via KOBE and YOKOHAMA, on TUES-
DAY, the 15th May, at 3 p.m.
To be followed by the S.S. PORT
ADRIATICA on 1st June, and S.S.
PARITHIA on 21st June.

Connection will be made at Yokohama
with Steamers from Shanghai and Japan
Ports, and at Vancouver with Pacific Coast
points, by the regular Steamers of the
PACIFIC COAST STEAMSHIP COMPANY and
other Steamers.

Through Passage Tickets granted to En-
gland, France, and Germany by all trans-
Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver & Victoria, B.C. \$150.00
To San Francisco 175.00
To all common points in Can-
ada and the United States 250.00
To Liverpool 300.00
To London 365.00

To other European points at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese and Japanese
Customs, to be obtained on application.

Consular Invoices to accompany Cargo
destined to points in the United States,
should be sent to the Company's Office,
addressed to Mr. D. E. BROWN, District
Freight Agent, Vancouver, B.C.

Freight will be received on board until
4 p.m. on the 14th May.

All Parcels must be sent to our Office
and should be marked to address in full;
and the same will be received by a.s.s. 11
p.m. the day previous to sailing.

For information as to Passage or Freight,
apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, May 9, 1888. 765

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship GAELIC will be
despatched for San Francisco via
Yokohama, on WEDNESDAY, the 30th
Instant, at 3 p.m.
Connection being made at Yokohama,
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full, and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.

First-class Fares granted as follows:—
To San Francisco \$200.00
To San Francisco and return, 350.00
available for 6 months.
To Liverpool 325.00
To London 350.00

To other European points at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.

Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco,
in the United States, should be sent to the
Company's Office, addressed to the Collec-
tor of Customs, San Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, May 10, 1888. 774

Insurances.

QUEEN FIRE INSURANCE COM-
PANY.

THE Undersigned, Agents for the above
Company, are prepared to ACCEPT
RISKS against FIRE at Current Rates.
NORTON & Co.,
Agents.
Hongkong, July 15, 1887. 1340

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

THE Undersigned, Agents for the above
Company, are authorized to insure
against FIRE at Current Rates.
GILMAN & Co.,
Agents.
Hongkong, January 1, 1882. 14

NOTICE.

THE MAN ON INSURANCE COMPANY
(LIMITED).

CAPITAL SUBSCRIBED.....\$1,000,000.

THE above Company is prepared to ac-
cept MARINE RISKS at Current
Rates on Goods, &c. Policies granted to
all parts of the World payable at any of its
Agencies.

WOO LIN YUEN,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, December 2, 1887. 2349

THE LONDON ASSURANCE
INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A.D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—

Marine Department.
Policies at current rates, payable either
here, in London, or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates.

Life Department.
Policies issued for sums not exceeding
25,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1879. 456

Intimations.

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM LAUNCH

MORNING STAR

Runs DAILY at a FERRY BOAT between
Peddar's Wharf and Tsai-Tsu-Tai at the
following hours:—This Time Table will
take effect from the 12th April, 1888.

WEEK DAYS. SUNDAYS.

Leave Kowloon. Leave Tsai-Tsu-Tai. Leave Kowloon. Leave Tsai-Tsu-Tai.

6.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A.M.

8.00 " 9.00 " 8.00 " 9.00 "

9.40 " 10.40 " 9.40 " 10.40 "

10.45 " 11.45 " 10.45 " 11.45 "

12.45 " 1.45 " 12.45 " 1.45 "

1.30 " 2.30 " 1.30 " 2.30 "

2.30 " 3.30 " 2.30 " 3.30 "

3.30 " 4.30 " 3.30 " 4.30 "

4.30 " 5.30 " 4.30 " 5.30 "

5.30 " 6.30 " 5.30 " 6.30 "

6.30 " 7.00 " 6.30 " 7.00 "

7.15 " 7.45 " 7.15 " 7.45 "

There will be no Launch on Monday
and Friday, on account of coaling.

The above Time Table will be strictly
adhered to, except under unavoidable cir-
cumstances. In case of stress of weather,
due notice will be given of any stoppages.

NOW READY.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES.

Reprinted from 'The China Mail.'

WITH AN APPENDIX.

THIS PAMPHLET is Now Ready,

and may be had at the

Office of THE PRESS,

Messrs. LANE, CRAWFORD & Co.'s,

Messrs. KELLY & WALSH'S,

And Mr. W. BREWER'S.

Price 50 Cents.

Merchant Vessels in Hongkong Harbour.

Advise of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, (commencing at
Green Island, Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the
Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gin Works.
2. From Gin Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Elber Buildings.
8. From Elber Buildings to East Point.
9. From Kowloon's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name	Agent	Captain	Flag and Rig	Tons	Date of Arrival	Consignees or Agents	Destination	Remarks
Steamers								
Active	2	Havbeck	Dan. str.	355	May	8 Arnold, Karberg & Co.	Holbow, &c.	To-morrow
Angus	3	Chickman	Brit. str.	277	May	8 Adamson, Bell & Co.	Amoy and Shanghai	To-morrow
Antenor	5	Grier	Brit. str.	1376	May	9 Butterfield & Swire	K'loon Dock	To-morrow
Ashington	5	Reynell	Brit. str.	809	April	20 Stienssen & Co.	Singapore	To-morrow
Austin Friars	3	Brooker	Brit. str.	837	May	8 Borneo Co., Limited	Haiphong	To-day
Batavia	5	Watton	Brit. str.	1662	May	8 Adamson, Bell & Co.	Singapore	To-morrow
Bonifacio	2	Freeman	Brit. str.	182	May	10 Gibb, Livingston & Co.	Haiphong	To-day
Bisagno	5	Tognasso	Italian str.	1496	May	9 Carlowitz & Co.	Singapore	To-day
China	5	Udlerup	Ger. str.	618	April	18 Melchers & Co.	Haiphong	To-day
Chingit	5	Arthur	Brit. str.	1439	April	20 Butterfield & Swire	Singapore	To-day
Cicero	5	George	Brit. str.	1060	May	11 P. M. S. S. Co.	Haiphong	To-day
City of Rio de Janeiro	5	Seabury	Amer. str.	3584	May	11 P. M. S. S. Co.	Haiphong	To-day
Crusader	3	Ogston	Ger. str.	648	May	9 Boy Sing	Haiphong	To-day
Drachenfels	3	Taroo	Ger. str.	1662	May	8 Adamson, Bell & Co.	Haiphong	To-day
Fooksang	3	Sloeman	Brit. str.	990	May	11 Jardine, Matheson & Co.	Haiphong	To-day
Frege	3	Lund	Brit. str.	419	May	11 Arnold, Karberg & Co.	Haiphong	To-day
Frederick	3	Medgar	Brit. str.	1492	May	11 P. M. S. S. Co.	Haiphong	To-day
General Walker	10	Schuchmann	Ger. str.	1-20	May	7 Melchers & Co.	Haiphong	To-day
Glenagunghire	5	Davies	Brit. str.	1842	May	8 Adamson, Bell & Co.	Haiphong	To-day
Glenagunghire	5	Park	Brit. str.	1838	May	10 Jardine, Matheson & Co.	Haiphong	To-day
Glenaloch	3	Cormack	Brit. str.	1418	May	8 Jardine, M. & S. & Co.	Haiphong	To-day
Hoihow	5	Gyles	Brit. str.	810	May	10 Butterfield & Swire	Haiphong	To-day
Japan	5	Gardner	Brit. str.	1895	May	9 David Sassoon, Sons & Co.	Haiphong	To-day
Koetona	5	Ivanovsky	Russ. str.	2230	May	11 Melchers & Co.	Haiphong	To-day
Koetona	5	Medgar	Brit. str.	1492	May	11 P. M. S. S. Co.	Haiphong	To-day
Metapedia	5	Purvis	Brit. str.	1463	May	11 Butterfield & Swire	Haiphong	To-day
Monmouthshire	5	Cuning	Brit. str.	1871	May	10 Adamson, Bell & Co.	Haiphong	To-day
Nauca	5	Guddard	Brit. str.	826	May	10 Douglas Steamship Co.	Haiphong	To-day
Nestor	3	Thompson	Brit. str.	1260	May	10 Butterfield & Swire	Haiphong	To-day
Pathan	5	Rowley	Brit. str.	1763	May	8 Adamson, Bell & Co.	Haiphong	To-day
Phu Quoc	3	Eapeisse	Fed. str.	234	May	9 Chinese	Haiphong	To-day
Pilot Fish	3	Stokam	Brit. str.	161	Sept.	27 H. K. & W. Dock Co.	Haiphong	To-day
Poulo	3	Medgar	Brit. str.	700	May	11 P. M. S. S. Co.	Haiphong	To-day
Smit	3	Rutnak	Dutch str.	821	May	7 Stienssen & Co.	Haiphong	To-day
Tamulica	5	Jraig	Brit. str.	1408	May	7 Russell & Co.	Haiphong	To-day
Waiting	6	Chang Shing	Chi. str.	303	April	17 Master	Haiphong	To-day
Sailing Vessels								
Allis Rowe	6	Phillips	Haw. str.	385	May	9 Wieler & Co.	Haiphong	To-day
Anna Wichhorst	2	Breckworth	Dan. str.	884	April	0 Order	Haiphong	To-day
Antioch	12	Bunje	Brit. str.	884	April	0 Order	Haiphong	To-day
Contonville	3	Bearse	Amer. str.	1222	Jan.	27 Carlowitz & Co.	Haiphong	To-day
Columbus	5	Hiesleup	Amer. str.	1429	April	11 Captain	Haiphong	To-day
Escort	5	Waterhouse	Amer. str.	687	May	5 Galsalves & Co.	Haiphong	To-day
H. H. Brown	2	Havbeck	Ger. str.	822	April	20 Butterfield & Swire	Haiphong	To-day
Haydn Brown	5	Havbeck	Amer. str.	822	April	20 Butterfield & Swire	Haiphong	To-day
H. Printenberg	3	Ahrens	Ger. str.	650	April	17 Melchers & Co.	Haiphong	To-day
Iris	11	Swan	Brit. str.	206	April	25 Stienssen & Co.	Haiphong	To-day
Long Wha	4	Lord	Brit. str.	373	April	18 Edward Schellhass & Co.	Haiphong	To-day
Louise	3	Kohne	Amer. str.	653	May	1 Galsalves & Co.	Haiphong	To-day
Mount Lebanon	3	Nelson	Amer. str.	630	April	10 Arnold, Karberg & Co.	Haiphong	To-day
Pactolus	3	Burnham	Amer. str.	1145	April	20 Postau & Co.	Haiphong	To-day
Pactolus	3	Booth	Brit. str.	729	May	11 Hume, Crawford & Co.	Haiphong	To-day
Ruby	3	Robbins	Brit. str.	1392	May	11 Messageries Maritimes	Haiphong	To-day
Sea Swallow	3	Maher	Brit. str.	332	May	7 Galsalves & Co.	Haiphong	To-day
Tian	3	Allyn	Amer. str.	1270	Jan.	28 Postau & Co.	Haiphong	To-day
Yelocity	3	Martin	Brit. str.	491	May	3 Galsalves & Co.	Haiphong	To-day
Young Siam	2	Kock	Siam. str.	750	April	26 Chinese	Haiphong	To-day

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	dispatch-vessel	1700	4	3180	Com. R. Blair Macdonochie	Shanghai
Andalusian*	twin-screw battle-ship	6010	10	4830	Capt. John B. Warron	Shanghai
Oockshaf	gunboat 2nd class	465	4	470	Lieut.-Com. Ed. E. Maxwell	Poochoo
Constance	cruiser 3rd class	2380	14	2590	Capt. L. C. Keppel	On a cruise
Cordelia	cruiser 3rd class	2380	10	2420	Captain Henry H. Boys	Shanghai
Ex	g-b. 3rd class coast defence	363	3	240		In reserve
Ex	gunboat 2nd class	465	4	470	Lieut.-Com. Reginald Y. Smith	Hongkong
Ex	gunboat 2nd class	465	4	470	Lieut.-Com. Denison	Manila
Ex	cruiser 3rd class	1420	8	1130	Captain M. J. Dwyer	Shanghai
Ex	cruiser 2nd class	4200	10	5500	Captain M. J. Dunlop	Kobe
Ex	gun-vessel 2nd class	755	5	1050	Commander W. Merrack	Hongkong
Ex	gunboat 2nd class	430	4	430	Lieut.-Com. W. M. Mathurin	Hongkong
Ex	sloop	1130	10	1120	Commander J. H. Martin	Shanghai
Ex	battle ship 3 class armoured	4870	4	4040	Captain P. H. Royce	Singapore
Ex	gun-voying vessel	870	3	630	Commander W. U. Moore	On a cruise
Ex	gunboat 1st class	715	6	250	Lieut.-Com. W. M. Duggall	Yokohama
Ex	cruiser 3rd class	1070	12	2350	Captain W. G. Karahse	Shanghai
Ex	cruiser 3rd class	1420	8	1400	Captain T. F. W. Nesham	Hongkong
Ex	torpedo mining launch	150	—	—		Hongkong
Ex	gun-vessel 2-d class	755	5	1010	Com. Hon. Richard Bingham	Swatow
Ex	receiving ship	5157	14	—	Commodore Maxwell, A.D.C.	Hongkong
Ex	sloop	925	4	750	Commander Geo. Giffard	On a cruise
Ex	coast defence ship, armoured	2750	4	1450		Hongkong